

Historic Steam Engine in Provo En Route To Heber for Proposed Scenic Railway Use

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By CONNIE HANSEN
Heber Correspondent

The grand old girl has returned home to Provo after 19 years, said C. H. Nielson, member of the Wasatch National Historic Society, referring to the arrival of a 425-foot steam train into the Union Pacific depot Tuesday afternoon.

Mr. Nielson, whose society has been instrumental in getting the train back into service as a scenic train, stated that the steam engine, a Harriman and Standard 208, was named after the president of the Union Pacific, E. H. Harriman, who in 1902 consolidated five railway lines to form the Associated Railroads. During this time, the Harriman Standard locomotives were produced, being over built, as Mr. Harriman had ordered that only the best engines be produced.

Built in 1908

The steam-operated, coal-burning locomotive was built in 1908 by Baldwin, and has 57 inch drivers. It weighs 203,500 pounds and carries 210 pounds of steam pressure.

After Associated Railways was dissolved by court order, ruling a monopoly was being held, the engine passed into the hands of the Union Pacific. Most of the engines of this type were scrapped, but this one was reconditioned and put on display at the state fairgrounds in 1951.

A caboose that will be a part of the train was donated to the Wasatch National Historic Society by Brigham Young University, who obtained it from Union Pacific.

Canyon Route

The engine, caboose and four passenger cars were put on the

Garfield Western spur where they were pulled by a Union Pacific locomotive to Provo. They will be transferred to the Denver and Rio Grande Western line and continue their journey to Heber through Provo Canyon. The train will become Utah's first scenic train, patterned after the well-known Silverton-

Durango Line in Silverton, Colo. Upon its arrival in Heber, the Wasatch County Railway and Development Company will recondition the engine, and passenger cars will be repainted by company members.

The train will not leave Provo until at least Friday morning, according to district manager

for the DRGW, J. I. Hollandsworth. He said that tracks by Hale must be re-laid in order for the train to proceed to Heber, and permission must be obtained from the Interstate Commerce Commission. He expected that would be obtained by Friday. The railroad wants to

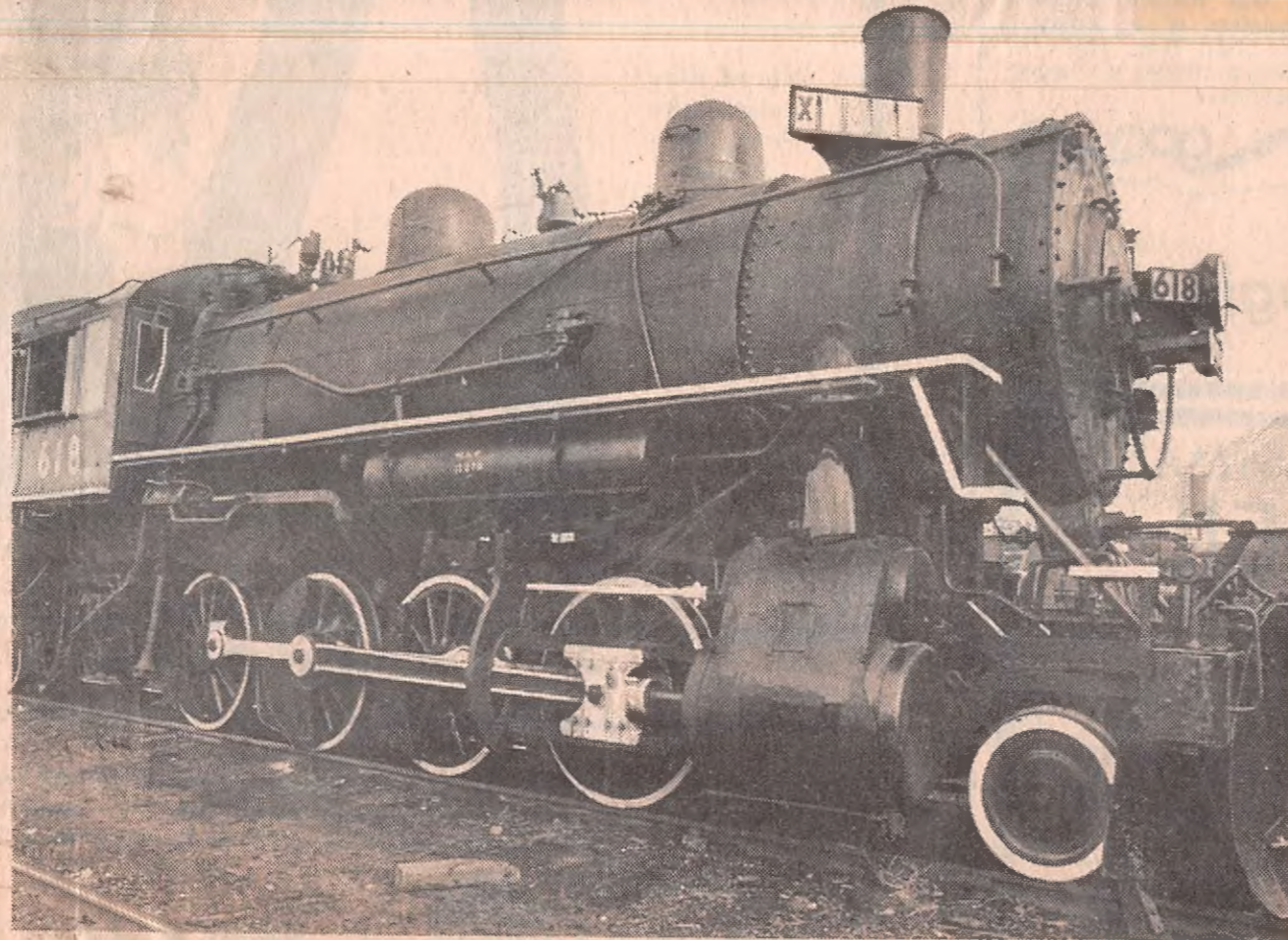
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Historic

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be certain that re-opening the tracks will not obligate the DRGW to further service through the canyon.

Arrival of a second engine on a flat-car was expected this week, he added, and this too would be shipped to Heber.



Herald Photo by Phil Shurtleff

DESTINED TO BECOME Utah's first scenic train, engine 618 sits in Provo waiting to be moved to Heber for reconditioning. Four passenger cars and a caboose accompanied

the engine from the state fairgrounds, where it has been on display since 1951. The coal-burner will probably move up Provo Canyon Friday if all preparations are in order.